

JOBS and the ECONOMY

Congressman DeFazio has made it a priority to boost the Oregon and U.S. economies and put Americans back to work.

As an alternative to trickle-down tax cuts, DeFazio has offered several legislative solutions to stimulate the economy and create jobs including significant investment in infrastructure, extended unemployment benefits, direct aid to cash-strapped states, tax cuts targeted at those most in need, and a forest thinning bill to increase timber harvests and enhance the environment (For a full explanation of DeFazio's timber legislation, see the Forestry and Natural Resources chapter). DeFazio has also been a leading critic of electricity deregulation, which has saddled Oregon with electricity rates that have risen close to 50 percent in just three years (See energy chapter for additional details). Independent experts, including the Congressional Budget Office, analysts at Economy.Com, and Nobel Prize winning economist Joseph Stiglitz reported that stimulus plans along the lines proposed by DeFazio would do more to boost the economy than the tax cuts advocated by President Bush.

DeFazio has used his senior position on the House Transportation and Infrastructure Committee to secure hundreds of millions of dollars for key transportation and water-related projects in Southwest Oregon.

And, DeFazio has used the appropriations process to secure funding for projects important to a variety of small businesses in Oregon

Finally, DeFazio has been a vocal opponent of unfair trade deals like the North American Free Trade Agreement (NAFTA), the World Trade Organization (WTO), and most-favored nation trading status for China, all of which have led the export of millions of high-paying U.S. jobs. (See trade chapter for additional details).

“As a senior member... [DeFazio] is able to bring home the bacon for Oregon in the form of federal funding for highway projects, bridges, bicycle paths, ports and shipping channel improvements, and for environmental restoration and salmon recovery.”

- Eugene Register-Guard, April 29, 1999

"Oregon congressman critical of president's support of moving jobs to foreign countries"
The News-Review, 2/18/04

"Rep. Peter DeFazio, D-Ore. a longtime advocate of [trade] restrictions to keep jobs in the United States."

The Oregonian, 3/1/04

"U.S. Rep. Peter DeFazio, D-Ore., a longtime critic of trade policies that threaten U.S. jobs, also has concerns about domestic outsourcing."

The Oregonian, 6/15/04

"Again, thanks to DeFazio for his tireless efforts in restoring the important dredging dollars which will keep shallow-draft channels safe for passage."

Curry County Reporter, 6/23/04

In the 108th Congress (2003-2004):

▶ **The first bill DeFazio introduced in the 108th Congress, H. R. 396** (introduced on January 28, 2003), **was an economic stimulus measure that exempted the first \$10,000 in income from the Social Security payroll tax; extended unemployment assistance; provided \$50 billion in direct aid to state and local governments for infrastructure and social services; and invested another \$50 billion to repair our nation's crumbling infrastructure.** To avoid increasing the federal budget deficit, the cost of DeFazio's economic stimulus legislation was covered by freezing the 2001-2003 tax cuts received by those earning more than \$311,000 a year. Independent experts, including the Congressional Budget Office, analysts at Economy.Com, and Nobel Prize winning economist Joseph Stiglitz reported that infrastructure investment, aid to states, and tax cuts targeted at those most in need would do more to boost the economy than the tax cuts advocated by President Bush.

▶ The economic stimulus introduced by DeFazio, H.R. 396, included an exemption for the first \$10,000 in wages from the Social Security payroll tax -- both the employee and employer share. This would provide a tax cut for businesses of up to \$620 for each employee.

▶ DeFazio is also a cosponsor of legislation introduced by Representative Hooley, H.R. 3608, to provide a \$5,000 tax credit for the creation of new jobs during the current recession.

▶ In a continuing effort to put Americans to work and repair our crumbling infrastructure, **DeFazio coauthored H.R. 1738, the American Parity Act, which was introduced on April 10, 2003. This legislation requires that every dollar spent on infrastructure and social services in Iraq be matched by a dollar spent on infrastructure and social services in the United States.** Matching the Bush estimates for rebuilding Iraq, **the American Parity Act would provide \$25 billion or more for road and bridge repairs, school construction, energy and water infrastructure, education, health care, and other critical needs in Oregon and around the country. This investment could create more than one million living wage jobs.** The bill currently has 106 cosponsors.

▶ Oregon has suffered from some of the highest and most persistent unemployment in the country. In response, **DeFazio has supported a number of efforts to try and force the Republican controlled Congress to provide additional unemployment benefits for unemployed Oregonians, including extending benefits in his own economic stimulus legislation, H. R. 396.** DeFazio also cosponsored H. R. 3156 which would provide an additional 13 weeks of Temporary Extended Unemployment Compensation (TEUC), and H. R. 3244 which would provide an additional 7 weeks of benefits for states with long-term high

unemployment, increase the length of regular extended unemployment benefits from 13 to 26 weeks and allow part-time and low wage workers to collect federal unemployment benefits.

In October, 2003, DeFazio sent a letter to House Speaker Dennis Hastert urging him to allow the House to vote on extended unemployment benefits during consideration of emergency spending legislation to rebuild Iraq. Unfortunately, the Speaker did not allow a vote on extended unemployment benefits.

In November, 2003, DeFazio signed a letter to Speaker Hastert urging him to allow a vote on extended unemployment benefits for the long-term unemployed before Congress adjourned for the year. Unfortunately, the Speaker did not allow a vote and some 400,000 long-term unemployed lost their TEUC benefits when the program expired on December 31, 2003.

DeFazio also signed a discharge petition, which is a legislative tool to force the House Republican leadership to allow a vote on extended benefits legislation. 218 signatures are required to trigger the discharge petition and unfortunately, to date, only 200 members have signed.

- ▶ DeFazio is a cosponsor of H.R. 1796, the Job Protection Act, a bipartisan bill that was introduced by Representative Phil Crane (R-IL) in response to a ruling by the WTO against an export tax break in the U.S. tax code. H.R. 1796 would reduce taxes on U.S. manufacturers with domestic operations while not subsidizing multinational corporations who want to shift U.S. jobs overseas, as the House Republican leadership bill, H.R. 4520, does.
- ▶ When the City of Oakridge was stymied by a federal regulation preventing small businesses from moving into the Oakridge Industrial Park, DeFazio led the delegation efforts to fix the problem.
- ▶ DeFazio joined in sending a bipartisan letter in March 2004 to the Rural Utilities Service (RUS) encouraging the RUS to more quickly distribute low interest loans to bring broadband service to unserved and underserved rural areas. The RUS had \$1 billion in awards pending as of March 2004.

FEDERAL FUNDING

- ▶ Despite a tight federal budget, **DeFazio secured more than \$31.5 million for his congressional district in the fiscal year 2004 appropriations bills and more than \$50 million in the fiscal year 2005 appropriations bills** as drafted by the House Appropriations Committee (as of August 2004, the only FY05 bill that has been sent to the President is the defense bill, the rest are still pending in the Senate).
- ▶ **DeFazio again took a leading role in fighting to restore dredging funding for small ports.** Dredging is critical for public safety and economic vitality of coastal towns. **While President Bush zeroed out funding in the budget he submitted to Congress, DeFazio was**

able to get funding restored in H.R. 4614, the fiscal year 2005 Energy and Water appropriations act as approved by the House on June 25, 2004. The Senate has not yet acted on the measure. DeFazio secured \$518,000 for the Port of Brookings Harbor; \$263,000 for the Port of Bandon; \$350,000 for the Port of Port Orford; \$350,000 for the Port of Gold Beach; \$250,000 for the Port of Siuslaw; and \$450,000 for the Port of Umqua. DeFazio also helped to increase funding for the Port of Coos Bay to \$6.5 million, \$737,000 more than requested by President Bush.

This funding is in addition to the \$1,875,000 in dredging money included last year in H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act, at the request of DeFazio. H.R. 2673 was signed into law on January 23, 2004.

▸ **\$150,000 for improvements to the City of Sweet Home's wastewater system was included at DeFazio's request in the fiscal year 2005 Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations Act. This legislation was approved by the House Appropriations Committee on July 22, 2004. The full House has not yet considered the bill.** Sweet Home's wastewater system is over 50 years old and in desperate need of repair. There are a number of serious collection system problems affecting the water quality of the Santiam River, which receives the discharge from the system. The city recently completed a comprehensive study of the system to determine what repairs need to be made. The city has increased sewer rates to cover some of the costs, but federal dollars are needed to supplement those funds.

▸ **DeFazio was also able to secure \$225,000 for the construction of a Seafood Processing Plant at the Port of Brookings Harbor in the House Appropriations Committee's version of the FY05 VA-HUD appropriations bill.** The bill has not yet been acted on by the full House. This fish processing plant is the final component of a major economic development initiative at the Port of Brookings Harbor. The new processing plant will fit nicely with the critical infrastructure that is already in place—a new fueling station and state-of-the-art cold storage facility. The facility will benefit Southern Oregon commercial fishermen, and will open new markets for both traditional and underdeveloped fish products. It will enhance the local economy and create much-needed jobs. The only fish processing facility on the Southern Oregon Coast closed two years ago. Since then, three processors have approached the Port about relocating to Brookings Harbor. With the construction of the processing plant, all the critical infrastructure will be in place.

▸ **H.R. 4613, the fiscal year 2005 defense spending bill included \$2 million requested by DeFazio for a software program to more efficiently schedule U.S. Navy ship construction. DeFazio also secured \$2 million in fiscal year 2004 and \$1.5 million in 2003 for this program. The software, which was developed by On Time Systems, Inc. of Eugene, Oregon, could save the Navy \$200-500 million in annual construction costs.** In addition, when the Navy and Electric Boat (one of the Navy's primary shipbuilders) did not comply with the direction from Congress on the testing of the software. DeFazio and Representative Norm Dicks intervened with the Navy on behalf of On-Time Systems, Inc. to ensure that congressional intent was fulfilled with a full-fledged test and evaluation of the software.

▸ **DeFazio also helped secure the first ever earmark for Hydration Technologies of Albany, Oregon. H.R. 4613 includes \$6.3 million to purchase personal water filtration devices produced by Hydration Technologies for the Army and Air Force.** Water requirements constitute the single largest logistics challenge for the U.S. military. The Albany-based company has found a way to provide low-cost, safe, reliable, simple-to-operate technology to allow the individual soldier to produce drinkable fluids from available contaminated water sources.

▸ **H.R. 4613 also included \$2.5 million for the ONAMI Safer Nanomaterials and Nanomanufacturing Initiative and \$2.5 million for the ONAMI Miniature Tactical Energy Systems Development Initiative that was requested by DeFazio.** The Oregon Nanoscience and Microtechnologies Institute (ONAMI) is a collaboration between government, industry and higher education, and is located on the campuses of Oregon's major research universities: Oregon State University, Portland State University and the University of Oregon. ONAMI will develop nanomaterials and nanomanufacturing methods that simultaneously meet the military's need for high performance materials, protect human health, and minimize harm to the environment.

▸ **DeFazio helped to increase funding for the Albany Research Center to \$10 million in H.R. 4568, the fiscal year 2005 Department of Interior Appropriations Act, which is \$2 million more than requested by President Bush. H.R. 4568 was approved by the House on June 17, 2004. It is awaiting action in the Senate.** This funding is in addition to the \$10 million DeFazio obtained in H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act.

▸ At DeFazio's request, **H.R. 4568 included \$5.8 million for the Jobs in the Woods Program. The program provides jobs to displaced workers in timber-dependent communities** in Northern California, Oregon and Washington. This program has been instrumental to Oregon's effort to restore watersheds, one of the most difficult environmental challenges facing the state.

▸ **DeFazio requested and received \$100,000 in the fiscal year 2004 Consolidated Appropriations Act (H.R. 2673) to help construct the Albany-Millersburg Joint Water Project. This funding will be added to the \$450,000 secured in the Fiscal Year 2003 Omnibus Appropriations bill.** The Joint Water Project will create a new raw water intake, a pump station, pipelines to convey raw water to treatment, a new membrane filtration joint water treatment facility with storage, and transmission mains to transport finished water to each city. A new water source is critical for both Albany and Millersburg to ensure that their drinking water needs are adequately met now and in the future.

TRANSPORTATION SPENDING (TEA LU)

▸ As a senior member of the House Transportation and Infrastructure Committee, **DeFazio obtained \$65 million worth of projects for Southwest Oregon in H.R. 3550, the Transportation Reauthorization legislation known as TEA-LU.** This legislation was approved by the House on April 2, 2004. DeFazio is a member of the conference committee

currently meeting to resolve the differences between the House and Senate-passed versions of the bill. (For a full list of the projects DeFazio obtained, see the Transportation and Infrastructure chapter).

WATER RESOURCES

▶ **DeFazio was able to include several projects from the 4th Congressional District in the Water Resources Development Act of 2003, H.R. 2557. This legislation was approved by the House of Representatives on September 24, 2003, but it has not yet been considered in the Senate.** (For a full list of the projects DeFazio obtained, see the Transportation and Infrastructure chapter).

In the 107th Congress (2001-2002):

▶ DeFazio organized a letter signed by every member of the Oregon and Washington House delegations to Speaker Hastert and Leader Gephardt urging them not to adjourn Congress for the year without passing an extension of the Temporary Emergency Unemployment Compensation which was part of the fiscal year 2002 Supplemental Appropriations Act. The TEUC program provides 13 weeks of federally-funded unemployment benefits, and an additional 13 weeks of benefits to workers in high unemployment states. Congress adjourned the 107th Congress on November 11, 2002, without taking action to extend unemployment assistance.

▶ DeFazio played a leadership role in trying to get additional dislocated worker assistance funding for Oregon. DeFazio coordinated letters from the Oregon delegation to the Bush Administration and House Appropriations Committee requesting additional worker assistance money for Oregon, the State with the highest unemployment in the country. DeFazio also offered an amendment to the FY02 Supplemental Appropriations Bill to add an additional \$360 million in worker assistance funding. The amendment was not adopted. The Department of Labor finally awarded Oregon a National Emergency Grant on June 24, 2002

▶ DeFazio co-authored legislation, H.R. 3930, the Water Quality Financing Act of 2002, along with Representative John Duncan (R-TN). The bill authorizes \$20 billion over five years in federal grants to states for use in state revolving loan funds that protect our nation's water quality and provides needed assistance for wastewater infrastructure. H.R. 3930 was approved by the House Transportation and Infrastructure Committee on March 20, 2002. The full House did not act on the measure.

▶ DeFazio was an original cosponsor of H.R. 3166, the "Rebuild America: Financing Infrastructure Renewal and Security for Transportation Act of 2001." H.R. 3166 provides \$50 billion to improve the security of our rail, highway, transit, maritime, and aviation infrastructure. By leveraging federal infrastructure investments, the ten-year cost to the U. S. Treasury is less than \$35 billion and it would create approximately 2.1 million jobs and \$105 billion in economic activity. DeFazio is also a cosponsor of H.R. 1020, the "Railroad Track

Modernization Act of 2001, legislation to establish a grant program for the rehabilitation, preservation, or improvement of railroad track.

- ▶ DeFazio was an original cosponsor of H.R. 2329, the “High-Speed Rail Investment Act,” legislation to provide \$12 billion over 10 years for the development of high-speed rail transportation in 12 regional corridors, including one in the Pacific Northwest.
- ▶ DeFazio continued his efforts to maintain federal dredging of Northwest ports. DeFazio coordinated letters from the Northwest delegation to the Army Corps of Engineers expressing the need to maintain the hopper dredges YAQUINA and ESSAYONS, which perform critical dredging in Northwest ports. Thanks in part to DeFazio's advocacy, the Army Corps has decided not to further decrease availability of the YAQUINA or ESSAYONS in the coming year.
- ▶ DeFazio coordinated a letter to the House Appropriations Committee requesting full funding for dredging shallow draft channels and harbors in the fiscal year 2003 Corps of Engineers budget. The budget submitted to Congress by President Bush eliminated funding for 150 ports across the country, including Bandon, Gold Beach, and Brookings. The Appropriations Committee responded to DeFazio's request and restored funding for Oregon ports in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Bill. DeFazio's efforts will provide \$390,000 for the Port of Brookings; \$330,000 for the Port of Bandon; \$450,000 for the Port of Gold Beach; \$566,000 for the Port of Siuslaw.
- ▶ DeFazio worked with the Oregon Department of Transportation and the U. S. Department of Transportation to secure \$1 million to help fund an upgrade of the Sutherlin interchange on Interstate 5. The road improvements are needed to accommodate traffic that would be created by the location of car assembly plant being built by the Korean Company ATT R&D.
- ▶ DeFazio joined several other Representatives in introducing H. R. 3898, the Capital Construction Fund Qualified Withdrawal Act of 2002, legislation to give fishing families greater access and flexibility to use the money saved in their tax-free capital savings accounts. This will help dislocated fishing families transition to other work without penalizing retirement savings.
- ▶ During consideration of the reauthorization of the Magnuson-Stevens Fisheries Act (H.R. 4749) in the House Resources Committee, DeFazio offered an amendment to fund a voluntary groundfish vessel buyback, authorize cooperative groundfish research, and provide community assistance for businesses that have been impacted by the struggling fishing industry. The amendment failed in Committee, but a provision similar to the DeFazio amendment was included in H.J.Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003. The provision provided \$10 million to begin a buy-back program.
- ▶ Cosponsor of H. R. 1076, the "America's Better Classroom Act," and H. R. 340, the "Excellence and Accountability in Education Act," legislation to repair, rebuild, and construct

new public schools and hire more teachers with the goal of improving the conditions in America's public schools so kids are better able to learn.

- ▶ Joined his colleagues in the Progressive Caucus in drafting an alternative economic stimulus package that included extended and expanded unemployment benefits, increased health care and social services spending, and provided for a substantial investment in infrastructure (school construction, drinking and waste water systems, renewable energy etc.). A version of the DeFazio-Progressive Caucus unemployment package was incorporated into the official Democratic leadership alternative stimulus package.
- ▶ Received the Fair Trade for Our Future Award presented by the Oregon Fair Trade Coalition for his commitment to working families, the environment, and family farmers.
- ▶ Received the City of Gold Beach Coup of the Year Award for “judiciously, prudently, and shrewdly pulling off the deal that has successfully saved the City of Gold Beach \$200,000.” The award was in recognition for DeFazio’s work on the Gold Beach bridge restoration project.
- ▶ Received the Rural Health Care Award from the Area Health Education Center of Southwest Oregon for helping the people of Oregon re-open hospitals, expand rural health outreach, and receive higher Medicare reimbursement rates.

In the 106th Congress (1999-2000)

- ▶ Through his position on the House Transportation and Infrastructure Committee, DeFazio secured authorizations for seven Oregon projects totaling more than \$280 million in the Water Resources Development Acts of 1999 and 2000, S.507 signed into law on July 17, 1999 and S.2796. approved by Congress on November 3, 2000.
- ▶ Successfully brokered compromise legislation, H.R. 2389, to guarantee increased federal timber sale payments to state and local governments for schools and road projects. DeFazio authored H.R. 1185 and H.R.2868, bills to establish a permanent inflation-adjusted "safety net" for timber-dependant counties throughout the U.S. When these bills were blocked by House leadership, and with an alternate proposal blocked by a threatened Administration veto, DeFazio worked to break the legislative gridlock on the controversial issues and hammered out a compromise signed into law on October 30, 2000. The legislation means \$261 million annually for Oregon counties, an increase in annual payments of \$114 million.
- ▶ In addition to the increased funding for assessments, DeFazio also helped to secure \$5 million in emergency assistance to West Coast communities affected by groundfish disaster as part of the fiscal year 2000 emergency supplemental spending bill. This disaster funding will provide assistance to out of work fishermen and their families in the short-term.

- ▶ Secured enactment of S. 1937, legislation giving Bonneville Power Administration the authority to sell power to Joint Operating Entities (JOEs). The bill amends the Pacific Northwest Electric Power Planning and Conservation Act to allow small utilities to consolidate into Joint Operating Entities, purchase power in bulk quantities, and in turn pass the savings on to customers. In March, 2000 DeFazio testified before the House Commerce Committee in support of the legislation. The President signed the JOE legislation in to law on September 22, 2000.

- ▶ Secured \$2.35 million for the Port of Port Orford' s dock replacement project through an Economic Development Administration grant. DeFazio has been a longtime champion of this project which will support at least 320 jobs and contribute \$6 million annually in economic benefits to this economically depressed community.

- ▶ Received National Forest Counties and Schools Coalition Distinguished Service Award in appreciation for his dedication and commitment to the Forest Counties and Schools of America.

- ▶ Received a superior rating on the U.S. Business and Industry Council's trade report card Included on the USBIC's honor role for 2000. Honor role members demonstrate a commitment to defending the integrity and vitality of the American economy.

In the 105th Congress (1997-1998)

- ▶ From his position as a senior member of the House Transportation and Infrastructure Committee, DeFazio fought for an increased federal share of funds for Oregon transportation projects as part of the reauthorization of the \$200 billion federal transportation bill, H.R.2400. His efforts helped secure a 52% increase in funding for Oregon. The legislation also included authorization for additional light rail service in Portland, designation of I-5 as a high priority corridor and a \$1.3 billion increase nationally for the Federal Lands Highways Program. High Priority Corridor designation makes Oregon eligible to receive additional funds for projects along I-5. Oregon is the top beneficiary nationally under the Federal Lands Highways Program because of its high concentration of Forest Service land. The bill was signed into law on June 9, 1998. As part of the 1998 transportation funding package he secured funding for the following projects in his congressional district:

\$10 million to renovate the 1930's era highway bridge crossing the Rogue River in Gold Beach. The renovations will allow continued safe use of the bridge while preserving its historic beauty.

\$10 million to renovate the Albany Train Station. The renovations will improve pedestrian, motor vehicle and bicycle access and allow the station to serve as a Greyhound bus station as well as an Amtrak train station.

\$5.5 million to repair the Coos Bay Rail Bridge. The crumbling bridge is in jeopardy of closing because of safety concerns. Its closure would force more truck traffic onto Highway 101 adding to congestion problems in the Bay Area.

\$3 million for study and design of a new interchange at I-5 and Beltline Road in Springfield. This interchange, with its antiquated clover-leaf design, has outlived its use and is a serious safety hazard.

\$8.8 million for development of Bus Rapid Transit in Lane County.

\$4.5 million for safety improvements to Highway 58 in Lane County.

\$2 million for construction of bike paths in Springfield, Eugene and Cottage Grove, linking existing bike paths to recreation areas and town centers.

\$2 million to renovate the Eugene train station.

In the 104th Congress (1995-1996)

▶ Author of H.R. 2673, the Fishing Families Relief Act, a bill giving states greater flexibility in the use of disaster relief funds for people employed in the commercial fishing industry. This bill was ultimately included in H.R.39, the “American Fisheries Act of 1996,” and signed into law on October 11, 1996.

In the 103rd Congress (1993-1994)

▶ Facing the prospect of greatly reduced timber sale payments to county governments in Oregon, DeFazio worked with the Clinton Administration and county governments to craft a 10-year guaranteed safety net for Western Oregon counties, many of whom are highly dependent on federal timber sale receipts for services such as law enforcement and public health. The new formula is an entitlement that will require no annual appropriation. It was included in the Omnibus Budget Reconciliation Act of 1993, H.R.2264, enacted on August 10, 1993.

▶ Secured authorization for \$8.8 million for the Coos Bay channel deepening program included in the Water Resources Development Act of 1994 (WRDA94), H.R.4460, approved by the House of Representatives on October 3, 1994. Ultimately, enactment of WRDA94 was delayed and final authorization for the Coos Bay project was included in the fiscal year 1996 Energy and Water Appropriations bill, H.R.1905, enacted on November 13, 1995).

▶ DeFazio secured important federal funding for projects in Oregon, including:

Funding to maintain important dredging operations that keep Oregon rivers and harbors

open to commercial and recreational traffic.

Funding to continue land acquisition for the innovative wetlands project in West Eugene, a national model for urban wetlands protection and restoration.

Funding to purchase of land around Tahkenitch Lake in the Oregon Dunes National Recreational Area. Tahkenitch Lake is one of the last undeveloped lakes along the Oregon coast.

Priority funding designation for road improvements along Oregon State Highway 138 in Douglas County and U.S. Hwy 101 along the Oregon coast.

Funding to help Lane Transit District construct a new downtown bus transfer station and acquire 23 new buses.

Funding to build a scenic by-way and bicycle route between the towns of Glendale, on Interstate 5, and Powers, about 50-miles away on the Coquille River. The cities of Powers and Glendale developed the project in conjunction with Rural Development Initiatives, Inc.

In the 102nd Congress (1991-1992)

- ▶ Using his position on the House Public Works and Transportation Committee, DeFazio fought for a major funding increases in federal highway and mass transit spending in the omnibus surface transportation bill, including more than \$2 billion for projects in Oregon. The legislation, H.R.2950, the “Intermodal Surface Transportation Efficiency Act” (ISTEA) was signed into law on December 18, 1991. Oregon projects in the bill include:
- ▶ Also included in ISTEA, were provisions similar to those in legislation authored by DeFazio, H.R.2869, to allow highway trust fund money to be used for bike and pedestrian facilities. The legislation also promotes bike safety, requires that each state establish a bike coordinator and require bike and pedestrian needs to be considered in state transportation plans. DeFazio also founded the “Congressional Bicycle Working Group,” in 1991.

In the 101st Congress (1989-1990)

- ▶ Author of H.R. 1191, 3827, and 3828, bills to ban log exports from State and federal lands, and close the "substitution" loopholes that allow some companies to export logs from their private lands and purchase federal logs for their domestic milling operations. DeFazio's legislation formed the basis for the log export restrictions signed by President Bush on August 20, 1990.
- ▶ As part of H.R. 5314, the 1990 Water Resources Development Act (WRDA90), DeFazio

secured language declaring dam operation and maintenance federal responsibilities. In 1990, the Army Corps of Engineers attempted to contract out much of the operations and maintenance of these dams, over the strong opposition of the region's legislators who argued that efficient operation of dams in the Northwest was vital to the region's economy. Studies of similar actions done at other facilities showed that the little cost savings that resulted from contracting out maintenance was far outweighed by the losses associated from the lack of reliable, quality service. DeFazio successfully argued that federal taxpayers have billions of dollars invested in these projects and it is important that they be maintained and operated properly. As a result, WRDA90, enacted on November 28, 1990, expressly prohibits the Corps from contracting out any dam operations and maintenance.

- ▶ Author of H.R. 4156, landmark legislation setting national standards for the production and labeling of organically produced foods, a growing industry in Oregon. H.R. 4156 was adopted as an amendment to the 1990 Farm Bill, H.R. 3950. It was the only amendment adopted on the floor of the House despite opposition from the Chairman of the House Agriculture Committee. The legislation became law on November 28, 1990.